

RICH AMERICAN GIRLS.

Qualities That Make a Woman

Desirable as a Wife.

Miss Helen Gould a Type The Drawback Is That She Can Hardly Feel Safe to Accept Any Man's Offer—The Marrying of Titles.

To know how to carry on a household and to keep her knowledge alive by practice is good for a woman and a blessing for everyone else in the house, from the husband to the scullery maid. A woman should be able to sew well and to understand how to cut out and fit her own dresses, though if she can afford a dressmaker let her by all means employ one. She should qualify herself to be not only a kind mother, but a wise one—making a thorough study of hygiene and learning something about physiology and therapeutics, so as not to get rattled if here be no doctor at hand. She should be honestly familiar with good literature and know and speak her own language well, even if she study other. It can do her no harm either to have mastered elementary science and to keep abreast (not too ambitiously) of scientific progress. Finally, she should develop her body, not excessively, but systematically, by exercise outdoors and in that way food and be fanatically immaculate in her person. Such a woman will make a desirable wife, whether she be rich or poor, plain or beautiful.

Miss Helen Gould may be selected as one of the best types of young womanhood in the city. The only drawback to her is that there is hardly any man being she can trust enough to feel safe in becoming his wife. A man hitherto honest may be transformed into a fortune-hunter by a girl like that.

Marriage, a social risk, under the most equal conditions, becomes a madcap hazard for heiresses. It is surprising how often they have been, to all appearances, fairly successful. Mary Leiter (Lady Curzon) is reputed to be happy and she certainly makes a good heroine. The case of Consuelo Vanderbilt, who undertook the rehabilitation of the Marlboroughs, appears satisfactory. Concerning Miss Martin (Lady Clarendon), Catherine Goddard, and Princess Poniatowski, Clara Huntington, who married Prince von Hatzfeldt, and many others, sufficient data for passing judgment is lacking.

But, generally considered, there is no good reason why wealth should not prove beneficial to women. It is more likely than formerly to prove so, because of the more enlightenment as to the conduct of life and the more care, our standards for women are higher and more sensible than of yore, and the new "careers" for women have given their ambition a better direction.

The number of beautiful women has enormously increased in the last thirty years; the example of the stage and its adoption by many society women may have had something to do with that; but knowledge of how to live and the popularity of exercise and sports have had more. A woman healthy in body and enlightened in mind is much more likely to be good in other ways than is her incompetent sister; and since wealth affords the best opportunities for this kind of development it ought to be, broadly speaking, beneficial to the sex in this country.

Rich girls have not normally the same temptations that rich boys have, and it is our boys, and not our girls, who ought to be blamed for the latter marrying foreigners. A foreign aristocrat has at least a position and a career to offer to a girl in exchange for her money; but what have our rich young men to offer her? What sort of a career is that of a rich American's wife? Such cases as that of Miss Morton are too rare to argue from. Miss Zimmerman's marriage to the Duke of Manchester, on the other hand, has a historic value, and a racial one, too, for the noblemen of England are bound to exercise great influence upon English destinies, and it is therefore desirable that they should strengthen and purify the stock as much as possible. I am glad the young couple have been forgiven by Papa Zimmerman and so well received in this city by our people.

But the idea of a rich and beautiful American girl marrying a creature like some of our Anglo-American dukes is nauseating. Such a fate would be wholly degrading for her to marry an English noble who was personally insignificant might certainly not be the highest destiny conceivable, but neither need it be altogether base. There are compensations and opportunities in the latter case which would be entirely lacking in the other. If her domestic life fails the wife may console herself by building up or maintaining a great social position; she may enter into affairs of state and do good in many independent ways; but the happy wife of a rich American has nothing to turn to but vice and dissipation if her husband be a nincompoop or a scoundrel; and one can only hope that the future may stimulate our young men to make themselves worthy of our rich and beautiful girls than they have shown themselves to be of late.

Unless this happens the situation will be singular. For there is every sign that wealth will continue to increase in this country and if it continues to harm our young men and to benefit our young women, and thus to cause their paths in life to diverge and to drive the finest type of our womanhood into the arms of foreigners, we might be moved to pass a law making wealth transferable to the female sex of the family only. However, we need not cross that bridge till we come to it.

Julian Hawthorne in New York World.

VREELAND'S DRAMATIC LIFE.

THE CONDUCTOR THAT WHITNEY PICKED TO BE PRESIDENT OF STREET RAILWAYS.

(George L. Fielder in Ainslee's.)

"The career of H. H. Vreeland is as dramatic as a play. He began as a section man on the Long Island Railroad, became a brakeman and then got employment on what is now known as the Putnam Road. One day William C. Whitney was making a tour of inspection on this railroad with other officials. He began to question the officials of the company on details of the road's business. To almost every question, they replied lamely. 'Guess you'd better ask Vreeland about that.'"

"Who is Vreeland?" said Whitney.

"He's the conductor."

"Vreeland was sent for, and Whitney found him a tall, raw-boned man with a square jaw and fine, regular white teeth, which showed continually while he answered a rapid fire of questions. 'Whitney hadn't talked with him fifteen minutes when he had him marked. Some time later Vreeland received a telegram from Whitney asking him to be at the office of the Broadway and Seventh Avenue Railroad that day at 2 o'clock. There was no train on the schedule which would get him into New York in time to make the appointment. But by this time he was assistant general manager, and had pulled enough to order a special train. He reached the office on time. He had been waiting for quite a while when a clerk came up to him and asked: 'Are you Mr. Vreeland?'

"That's my name," said Vreeland. "Well, Mr. Whitney is waiting for you inside."

Vreeland was taken in and introduced to the board of directors of the West Houston Street and Pavyonia Ferry Railway, who had just elected him president to fill the vacancy caused by the resignation of John Crimmins. The street lines included in the road were all badly equipped and poorly handled. It was a question of reconstruction that just appealed to Vreeland because it was difficult. He grasped the situation at once and within a few months had the property moving in the right direction. In speaking to one of his associates at this time, he said: 'I'd rather do this than make money. But the making of money was not far off.'

"Today Vreeland is president of the Metropolitan Street Railway and is considered the highest authority on surface traction in this country."

"Then there was George B. M. Harvey. Whitney had gained control of all the main arteries of surface traction excepting the Third Avenue line. He began maneuvers to secure that. Planning to beat the price of the stock down, he made a newspaper campaign and picked Harvey up as his press agent. Harvey was then managing editor of The World on a small salary. Today he is worth probably half a million, and is owner of the North American Review, but strangely enough has gone over to the Morgan camp. Meanwhile Whitney had lured Third Avenue so effectively that the price of the stock had been cut in two. All this time Vreeland had been studying the property. When it was placed in the hands of a receiver, Vreeland secured access to the statements, which he ate up in short order. After a day or two of discussion he said to his chief: 'Now, Mr. Whitney, is the time to buy.'"

"And 'Buy' was the slogan for all insiders."

"With characteristic finesse, the happy hunter of the market place, Whitney crowded worked the market both ways. Some of the shrewdest men in the street thought that the Whitney people were selling. But no one seemed to know what was going on."

"It was a smooth deal. The Whitney people bought the stock at a lower price than they had previously offered to the owners. They got in at about 55, and now the stock is quoted at 112. In testimony of their appreciation of Vreeland's work in this deal, the Whitney syndicate sent him a check for \$100,000."

JOYS OF APPLE PIE.

Other Pies Have Their Season, But Apple Is Standard.

(Harvey Sutherland in Ainslee's.)

But apples! You take good, sharp, juicy winter apples and pare them and quarter and core them and slice them and stew them on the well-worked and well-shorted undercrust, made out of good winter wheat flour, and you have in a little sweet butter and just enough sugar and a clove or two and nutmeg and cinnamon and maybe a little lemon peel and then fix on the cover and take a caseknife and trim off the superfluous dough around the rim and pinch up the edge with your thumb and finger all around to make it look pretty and gash the top something like a leaf so as to let out the steam and then set it in an oven that bakes just right, top and bottom, and let it stay there till it browns the right shade, and I tell you what you've got a pie that is just what when you open the oven door to see how it is getting along, there is such a nice smell all through the house—wait a second till I swallow; I'm most choked—and it seems as if you just couldn't wait till dinner time comes—oh, yes, I guess you were right about right. And cold apple pie can be got down, especially if there is a piece of cheese on the plate beside it, this kind of cheese that is all crumbly and has about a million little stickers in it. Apple pie is always in style. Go in to a restaurant and ask for a 'cut of standard,' and the waiter will bring you a piece of apple pie. He knows what standard pie is. There are times in the year when other kinds make a spurt and run on ahead a little, but apple pie keeps jogging on, and by and by it overtakes them. This month of mine pie is in the lead because it is near Christmas, and that is an orthodox Christmas article of diet. Last month pumpkin pie had the call because it was Thanksgiving time. Next spring when pie-plants come in—some people call it rhubarb, but that always sounds stuck up. If her domestic life fails the wife may console herself by building up or maintaining a great social position; she may enter into affairs of state and do good in many independent ways; but the happy wife of a rich American has nothing to turn to but vice and dissipation if her husband be a nincompoop or a scoundrel; and one can only hope that the future may stimulate our young men to make themselves worthy of our rich and beautiful girls than they have shown themselves to be of late.

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CURES WEAK MEN FREE.

Send Name and Address To-day—You Can Have It Free and Be Strong and Vigorous for Life.

INSURES LOVE AND A HAPPY HOME.



L. W. KNAPP, M. D.

How any man may quickly cure himself after years of suffering from sexual weakness, and become a strong, healthy, and happy man. Dr. L. W. Knapp, M. D., has a special method of treatment, which is entirely new, and has cured thousands of men who were suffering from sexual weakness, and who were unable to get on in life. The result of this treatment is a man who is strong, healthy, and happy, and who is able to get on in life. The treatment is entirely new, and has cured thousands of men who were suffering from sexual weakness, and who were unable to get on in life. The result of this treatment is a man who is strong, healthy, and happy, and who is able to get on in life.

completely braced me up. I am just as vigorous as when a boy and you cannot realize how happy I am."

"Dear Sir—Your method worked beautifully. Results were exactly what I needed. Strength and vigor have completely returned and enlargement is entirely satisfactory."

"Dear Sir—Yours was received and I had no trouble in making use of the receipt as directed and can truthfully say it is a boon to weak men. I am greatly improved in size, strength and vigor."

"All correspondence is strictly confidential, mailed in plain, sealed envelope. This receipt is free for the asking and he wants every man to have it."

We are agents for the following machines:

The Standard, White, New Home, Domestic and Household

A good new machine from \$18.00. Splendid line of second-hand machines from \$5.00 to \$15.00. Needles and all parts for machines can be had at our office. We repair sewing machines and guarantee the work.

C. C. GUNTER,

STANDARD SEWING MACHINES

162 Church Street, Norfolk, Va.

TRAVELERS' GUIDE.

BALTIMORE STEAM PACKET CO

SAY LINE, COMMENCING MONDAY, NOV. 20, 1899.

Lv. Portsmouth High Street 11:35 p.m.

Lv. Norfolk, Main Street 12:00 p.m.

Lv. Old Point, Hygeia Pier 12:15 p.m.

Ar. Baltimore, Union Dock 6:30 a.m.

NORTHBOUND (P. R. R. B. & O.)

Lv. Baltimore 7:45 a.m. 7:55 a.m.

Lv. Philadelphia 10:15 a.m. 10:30 a.m.

Ar. New York 12:42 p.m. 12:55 p.m.

SOUTHBOUND (P. R. R. B. & O.)

Lv. New York 12:30 p.m. 1:00 p.m.

Lv. Philadelphia 3:12 p.m. 3:27 p.m.

Ar. Baltimore, Union St'n 5:12 p.m. 5:30 p.m.

Lv. Baltimore, Light Street new pier direct for the South 6:30 p.m.

Lv. Old Point 7:10 p.m. 7:15 p.m.

Ar. Norfolk 7:50 a.m. 7:55 a.m.

Ar. Portsmouth 8:30 a.m.

Daily except Sunday. Daily.

Tickets sold to all points East and West and baggage checked to destination. State rooms reserved upon application in person at the company's office, No. 129 West Main Street, or on board steamer.

Freight will not be received after 4 p.m. to go forward the next day.

For further information apply to KEY COMPTON, General Agent.

J. W. BROWN, Southern Passenger Agent.

Merchants' & Minors' Transportation Co.

DIRECT ROUTE

FOR BOSTON AND PROVIDENCE, BOSTON—MONDAYS, WEDNESDAYS, FRIDAYS and SATURDAYS at 8 p.m.

Providence—Every TUESDAY, THURSDAY and SUNDAY at 6 p.m.

FARES TO DENCE.

First-class, including meals and state room berth \$39.00

Intermediate, including meals and state room berth \$25.00

Steerage, including meals and bunk 7.00

Perishable freight sent via Providence, forwarded by rail to Boston, and at the same rate as by direct steamers to Boston.

Thursdays Providence ship carries no passengers.

For further information, apply to R. H. WHITNEY, Agent, Norfolk, Va. A. D. STEBBINS, Asst. Traffic Mgr. W. P. TURNER, General Pass. Agt. J. W. BROWN, Traffic Manager. General Offices, Baltimore, Md.

N. & W. Norfolk and Western Schedule in Effect MAY 27, 1900.

LEAVE NORFOLK DAILY.

7:40 a. m. For Richmond, Washington, Manassas, and Washington. Stops at Norfolk, Suffolk, and Petersburg.

9:25 a. m. "Ocean Shore Limited" for Richmond daily and daily except Sunday for Washington. Stops at Norfolk, Suffolk, and Petersburg.

4:30 p. m. Richmond Limited for Richmond, Washington, Manassas, and Washington. Stops at Norfolk, Suffolk, and Petersburg.

7:00 p. m. For Petersburg, Lynchburg, and Washington. Stops at Norfolk, Suffolk, and Petersburg.

Trains arrive at Norfolk daily 9:10 a. m., 11:30 a. m., 3:35 p. m., and 10:40 p. m.

Tickets and all information at station and 10 Granby Street.

W. E. HAZLEWOOD, General Passenger Agent, W. B. BEVILL, G. P. A.

TRAVELERS' GUIDE. VESTIBULE LIMITED TRAINS.

DOUBLE DAILY SERVICE

SHORT LINE TO THE PRINCIPAL CITIES OF THE SOUTH.

ATLANTA, NEW ORLEANS, AUGUSTA, MACON, CHATTANOOGA, NASHVILLE, MEMPHIS, TEXAS, CALIFORNIA, JACKSONVILLE, TAMPA, HAVANA, CUBA, AND PORTO RICO. ST. AUGUSTINE, PALM BEACH, MIAMI, FLORIDA, EAST COAST, AND THE ENTIRE SOUTH.

SCHEDULE IN EFFECT NOV. 25, 1900.

Lv. Norfolk 9:30 a.m. 8:30 p.m.

Lv. Portsmouth 9:30 a.m. 8:30 p.m.

Ar. Suffolk 10:01 a.m. 9:35 p.m.

Ar. Lewiston 11:15 p.m.

Ar. Weldon 11:52 a.m. 11:28 p.m.

Ar. Henderson 1:58 p.m. 1:19 a.m.

Ar. Raleigh 2:41 p.m. 2:09 a.m.

Ar. Southern Pines 3:30 p.m. 3:15 a.m.

Ar. Hamlet 7:10 p.m. 6:15 a.m.

Ar. Charlotte 10:20 p.m. 9:21 a.m.

Ar. Wilmington 11:20 p.m. 10:20 a.m.

Lv. Hamlet 10:25 p.m. 12:05 p.m.

Ar. Columbia, E. T. 1:45 a.m. 9:30 a.m.

Ar. Augusta 5:10 p.m. 6:10 p.m.

Ar. Savannah 5:30 a.m. 12:10 p.m.

Ar. Jacksonville 5:30 p.m. 6:30 a.m.

Ar. Tampa 5:30 p.m. 6:30 a.m.

Ar. Athens 7:42 a.m. 2:08 p.m.

Ar. Atlanta, G. T. 9:05 a.m. 3:31 p.m.

Ar. Macon 11:10 a.m. 7:20 p.m.

Ar. Montgomery 12:10 p.m. 8:20 p.m.

Ar. Mobile 1:10 p.m. 9:20 a.m.

Ar. New Orleans 8:20 p.m. 7:40 a.m.

Ar. Chattanooga 1:00 p.m. 1:40 p.m.

Ar. Nashville 2:30 p.m. 3:40 p.m.

Ar. Memphis 3:30 p.m. 4:40 p.m.

Ar. St. Louis 4:30 p.m. 5:40 p.m.

Ar. Kansas City 5:30 p.m. 6:40 p.m.

Ar. Omaha 6:30 p.m. 7:40 p.m.

Ar. St. Paul 7:30 p.m. 8:40 p.m.

Ar. Chicago 8:30 p.m. 9:40 p.m.

Ar. New York 9:30 p.m. 10:40 p.m.

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